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Canada. Quebec Harbour Commission.
Report - 1883



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Canada, Quebec Harbour Commission

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(QUEBEC
HARBOUR COMMISSIONERS') REPORTS
FOR THE YEAR 1883

(Prepared according to the provisions of the 14th Section of the 38th Victoria, Chapter 55,
and of the 24th Section of the 36th Victoria, Chapter 54.

Officers of the Quebec Harbour Commission

COMMISSIONERS

P. V. VALIN, Esq., P. M., Chairman,
The Hon. THOS MCGREEVY, M. P.,
R. R. DOBELL, Esq.,
JULIEN CHABOT, Esq.,

WILLIAM RAE, Esq.,
J. BELL FORSYTH, Esq.,
FERDINAND HAMEL, Esq.,
EDMOND GIROUX, Esq.,

R. H. SMITH, Esq.

NESTOR LACHANCE, Esq., President of the Corporation of Pilots.—*Ex-Officio* member
of the Commission when acting as Pilotage Authority:

FRS GOURDEAU, Harbour Master,
C. SULLIVAN, Asst. Harbour Master,
JAMES WOODS, Chief Clerk and Book-keeper,
ULRIC BINET, Clerk,
A. H. VERRET, Secretary-Treasurer.

QUEBEC
LÉGER BROUSSEAU STEAM PRINTING ESTABLISHMENT
9, Buade Street

1884

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9, Buade Street

1884

QUEBEC HARBOUR COMMISSIONERS' REPORT FOR THE YEAR 1883.

(Under the 38th Victoria, Chap. 55, Sect. 14.)

QUEBEC, 9TH JANUARY 1884.

To the Honorable A. W. MCLELAN,
Minister of Marine and Fisheries, etc.,
Ottawa.

SIR,

In compliance with the provisions of Section 14 of the 38th Victoria, Chapter 55, I have the honor to report as follows on the doings of the Quebec Harbour Commissioners for the year 1883 :

*Arbitration in re Contractors for the Harbour Improvements' claim
in settlement of their Contract.*

In my report for the year 1882 I gave the particulars concerning the award made by the Dominion Board of Arbitrators in favor of Messrs Peters, Moore and Wright, in final settlement of their claim in connection with their contract for the construction of the Harbour Improvements and I stated that the award was then under the consideration of the Commissioners.

Since the Commissioners, acting under legal advice, have notified the contractors that, considering all the circumstances of the case, they had decided not to recognize the award of the Dominion Arbitrators as valid and therefore would decline to pay the amount demanded under same.

The contractors have in consequence resolved to open the case *de novo* and, instead of suing the Commission for the recovery of the Arbitrator's award, they have instituted an action for the sum of three hundred and fifty two thousand four hundred and thirty seven dollars and twenty cents—\$352,437.20—representing their new claim in settlement of their Contract.

Change of Engineers

For various reasons, more particularly on account of their long absence from the works and of the difficulty of communicat-

ing with them, the Commissioners have come to the conclusion that, in the interest of the execution of the important contracts under their control, it was necessary to dispense with the services of their Chief Engineers, Messrs Kinipple and Morris.

By mutual consent an arrangement has been entered into, in August, by which the engagement of Messrs Kinipple and Morris has been cancelled, the Commissioners having paid them the sum of fifteen thousand and forty six dollars and thirty four cents—\$15,046.34—being the balance of their commission up to the date of the cancellation of their engagement. Through the same arrangement they have been retained as Consulting Engineers for a term of three years at a salary of one thousand dollars—\$1000—per annum.

The departure of Messrs Kinipple and Morris has necessitated the engagement of new Engineers. Mr Henry F. Perley, the Chief Engineer of the Public Works of Canada, has, at the request of the Commissioners, kindly consented to take charge of the Graving Dock, and Mr John Edward Boyd, one of the Engineers under Mr Perley, has, in compliance with a request addressed to the Hon: the Minister of Public Works, been appointed Engineer in Charge of the Harbour Works.

The office of Resident Engineer having been virtually abolished under the new arrangement it was found necessary to part with Mr Woodford Pilkington who will have completed, on the 1st June next, a term of seven years as Resident Engineer to the Commission. He has been notified that, on the last day of the month of May proximo, his connection with the Commissioners will be discontinued.

The Commissioners have decided to grant him a Certificate in which they will accognize his ability and his faithful and most competent services.

Graving Dock

On entering into duty as Engineer in charge of the Graving Dock Mr Perley made a thorough survey of all the works that has been executed. The enclosed copy of an alaborated report that he has addressed to the Commissionners on the situation will show you the real position of the works on the 17th November and what has to be done to complete the Dock. His report having been approved of by the Commissionners, the suggestion therein contained of shortening the Dock by thirty feet will be carried out. Its length will therefore be reduced to 519 feet, a length long enough to accomodate the largest steamer that frequents the Harbour, which measures 465 feet over all.

The figures embodied in his report give the approximate total cost of the Graving Dock which will exceed two hundred and twenty five thousand dollars—\$225,000—the original estimate prepared by the late Engineers.

Contracts in connection with the continuation and completion of the Harbour Improvements.

One of the two Contracts, awarded in 1882, for the continuation and completion of the Harbour Improvements, the Gas Warf Junction Contract, has been satisfactorily completed. Through this New Wharf and the Northern cribwork a communication with the North Shore Railway can be effected on the Louise Embankment.

On account of unavoidable delay in the construction of their plant the Contractors for the other contract, also awarded in 1882, the Dredging Contract, have not been able to commence their work before the middle of the season. Once commenced the work was carried out vigorously day and night without interruption and, at the close of the season, ninety four thousand and ninety two—94092—cubic yards of material had been dredged with the aid of a powerful Dredge only.

The contractors, Messrs Larkin, Connolly Co, are building a new Dredge, similar to the one above mentioned, which will be placed on the works next season.

They are satisfied that they will be able to complete their Contract by the time it will expire, that is to say the 1st November next.

The Contract involves the following quantities to be dredged :

168,500	cubic yards	15 ft.	below low water,
90,000	"	15 "	to 20 ft. below low water,
90,000	"	20 "	to 26 ft. below low water,
55,000	"	23 "	to 26 ft. below low water,
20,000	"	26 "	to 36 ft. below low water.

By deducting the 94,092 cubic yards of material already dredged the balance remaining to be done, under the contract, represents 329,408 cubic yards.

The last contract for the completion of the Harbour Improvements, the Cross Wall Contract, has been signed on the 6th June, after having been approved of by the Government. It will expire on the 1st December 1885.

The successful competitors have been Messrs Larkin, Connolly & Co who are now the Contractors of all the works under the control of the Commissioners.

This last Contract involves an expenditure of six hundred and thirty four thousand dollars—\$634,000.

There can be any doubt now that the end of the year 1886 will witness the completion of our immense Harbour Improvements which were commenced in 1877. Although the Cross-Wall Contract expires the 1st December 1885 it will take another season to erect the Caisson at the entrance of the West Dock.

It is the intention of the Commissioners to anticipate the use of those Improvements and they are, at present, considering the question of extending, next summer, the North Shore Railway line from the Palais Station to the east end of the Louise Embankment.

Ballast

Only three vessels, during the season, have been ordered to the Breakwater under the authority of the By-Law of 1877. The quantity of ballast discharged into that wharf from those vessels represents five hundred and thirty tons (530).

The filling of the Breakwater, which was commenced in 1877, has been completed by the ballast of those vessels. It has absorbed the ballast of two hundred and thirty five vessels (235), aggregating eighty seven thousand six hundred and twenty three tons (87,623) of filling materials.

This Wharf is now in a perfect order and affords great advantage for storing coals. Ten thousand tons can easily be accommodated there at all times.

Unless means are devised for the discharging of ballast elsewhere, all the ballast ships will have, for the future, to be sent to the Ballast Ground.

Three thousand five hundred tons (3500) of material have been secured, during the year, for the ballasting of the Pointe-à-Carcy wharf. The filling up of this wharf advances satisfactorily; but, on account of its size and of the difficulty of securing the material, which can only be obtained from the city, it will take many years still before it is entirely filled. This property being leased and the traffic on it being very large, it is not possible to use the same process for its filling up as was done for the Breakwater, where many vessels can be moored at the same time.

The expenditure connected with the filling up of those two wharves, during the season, has been as follows :

Pointe-à-Carcy.....	\$655 25
Breakwater.....	181 80

Repairs to Property

The property under the Control of the Commissioners has been kept in a thorough state of order. The most considerable improvement effected was the painting of the three large stores Nos 1, 2 and 7, the two first after having undergone important repairs.

The commissioners decided in 1879 to repair Atkinsons' Wharf; they have not yet been able to carry out their project for the reasons given in the reports that were since addressed to you.

The term of the Lease of this wharf will be expired on the 1st May proximo, and, as soon as the weather will permit, after that date, the work will be commenced and proceeded with without delay in order that the Wharf may be available early in June.

The total expenditure of the year in connection with the repairs to property has reached the sum of fourteen hundred and ninety five dollars and forty six cents—\$1495.46—distributed as follows:

Breakwater.....	\$ 131 70
Pointe-à-Carcy Wharf including the Stores.....	964 07
East India Wharf.....	75 72
Wellington Wharf.....	223 52
Atkinsons' Wharf.....	53 92
Reynars' Wharf.....	44 53
Grand Trunk Wharf.....	2 00
	\$1495 46

A sum of one hundred and three dollars and forty seven cents—\$103.47—is still due on account of the expenditure that has been incurred in connection with the repairs of the Pointe-à-Carcy property, which amount, added to the nine hundred and sixty four dollars and seven cents—\$964 07—mentioned above, gives a total of one thousand and sixty seven dollars and fifty four cents—1067.54—expended in that property.

Coasting Trade.

The following is a statement of the Coasting Trade of the Harbour for the season of navigation :

Cargoes by Schooners.....	1,255
“ “ Bateaux.....	1,210
“ “ Barges.....	223
“ “ Steamboats.....	268
Passengers.....	43,311

The aggregate tonnage of the crafts engaged in the Coasting Trade, during the season, is represented by 416,390 tons.

The enclosed annexures contain all the information annually conveyed to your Department regarding the Port of Quebec, also a complete statement of the Commissioners' account for the year.

Revenue.

The following is a comparative statement of the Commissioners' revenue for the two last years.

	1882	1883	Difference in 1883.	
	\$ cts.	\$ cts.	\$ cts.	
Tonnage Dues	21,857 54	26,008 34	4,050 80	Increase.
Import "	4,128 14	3,919 86	208 28	Decrease.
Export "	7,939 45	8,872 34	932 89	Increase.
Harbour "	3,483 98	2,932 62	551 36	Decrease.
Property Revenue.....	19,813 07	21,677 93	1,864 86	Increase.
Interest.....	519 73	1,144 55	624 82	"
B. & D. Water Lots.....	2,031 86	1,977 37	54 49	Decrease.
Sundries.....	80 50	61 81	18 69	"
Total.....	59,854 27	66,594 82	6,740 55	Increase

I have the honor to be,

Sir,

Your most obedient servant,

A. H. VERRET,

Sec. Trea.

QUÉBEC, 17TH NOVEMBER 1883.

SIR,

I have the honor to submit the following with reference to the Graving Dock, St Joseph de Lewis, for the information of your Board.

At the date (12th Sept. 1883) of my taking charge, I found that about *three quarters* of the body of the dock had been completed ; that works of a temporary character for closing in the outer end and to act as a coffer-dam, which had been commenced in 1881, had not been completed ; and that no progress had been made during, 1883 on the dock work proper.

It may be well to state here that early in 1881 it was found that the works at the entrance designed to act as a coffer-dam

had failed for that purpose, and, in May of that year, Mr Kinipple, one of the Engineers who designed the dock, prepared the working plans, and under whose instructions it was being constructed, met with Mr Tomlinson, of the Department of Railways and Canals, and myself, in my capacity as Chief Engineer of the Department of Public Works, as having been appointed by the Honorable the Minister of Public Works, on the subject of this failure, and, after fully discussing the matter and examining the plans, Mr. Kinipple submitted to us a memorandum as follows :—

“ Draft Memorandum of additionnal works proposed and submitted to Messrs Tomlinson and Perley for mutual agreement in connexion with the Graving Dock now in course of construction at Point-Levis :

“ 1. To wedge, caulk, point, and make water-tight all open and defective joints in the close piling of the foundation and masonry of the wing walls of the entrance to the Graving Dock.

“ 2. To lay down a toe or band of clay along the whole line of the faces of the wing and return walls to such an extent as will entirely cover up the sheet piling or to a height of 12 inches above the tops of the piles ; and also to cover up the entire area lying within the pier heads with at least 2 feet of clay.

“ The object of this work is to prevent the possibility of any undermining taking place during the execution of the inside works.

“ On the completion of the dock the clay with the exception of a small portion of the toeing next the walls to be dredged down to 9 feet below low water mark.

“ 3. To remove the whole of the material or soft soil lying between the strutting, or inner row of piles, of the coffer-dam and the face of the outer invert (where the dock proper commences and is founded upon rock) down to the rock, and fill in the cleared out space with Portland cement concrete up to the level of the underside of the concrete of the outer apron.

“ 4. To drive an additionnal row of half timber close sheeting piles between the back of the upper wing wall in line with the back of the Caisson Chamber wall, and the close timber sheeting piles across the end of the Caisson chamber walls, which latter is provided for in the contract, such additionnal row to be driven to the rock and carried up to high water level. The spoil within the area thus enclosed being chiefly under a portion of a Caisson Chamber to be cleared out down to the rock and the area filled in with Portland Cement concrete. This concrete which formes a portion of the foundations of the Chamber and walls is to be carried up to about half tide level to form a concrete dam.

" 5. To drive a similar row of sheeting piles on the lower side to that on the upper side down to the rock and to remove all spoil from the dock side of the same down to the rock, and to fill in with Portland cement concrete.

" The object of taking out the spoil or materials down to the rock in the manner as above described being to make a water tight Cofferdam of concrete independent of any of the outer or wing wall works, and, at the same time, to make such concrete or inner dam a portion of the structural works of the Dock. "

The cost of the works, as per this memo, was stated by Mr Kinnipple would not exceed \$24,000.00.

It will be noted that in item 1, Mr Kinipple acknowledged that the works in the close-piling and masonry of the wing walls was imperfect and defective, and that it was necessary to make it watertight, and I believe, so far as it was possible, a certain amount of work for remedying these defects was executed.

The work of depositing clay, as specified in item 2, was duly executed, and I may add, a much greater amount of material other than clay has been deposited between the entrance walls.

Mr Kinipple must have been furnished with, or obtained erroneous information, or he would not have submitted the proposal contained in item 3, to " remove the whole of material or soft soil..... down to the rock " for at no time since during the progress of the work has the rock been found at any point between " the strutting, or inner row of piles, of the coffer-dam and the face of the outer invert, " and therefore his suggestions in this item had to be modified.

Erroneous information also obtained with respect to the additionnal rows of sheeting piles mentioned in item 4, which were to have been driven to the rock, for no rock was met with in driving piles at a depth of 30 ft. below low water mark ; and, instead of extending to high water level, they only extended to a height of 6 ft above low water mark, and the concrete wall has been carried up to a height of 7 ft above high water level instead of to " about half tide level ".

During the prosecution of these extra works it was found that the rock could not be reached, and the then Resident Engineer, Mr Pilkington, arranged with Mr Tomlinson and myself that the materials within the area to be enclosed should be dredged to such a depth as would admit of a flooring of concrete 12 ft. in thickness being laid, but no arrangements were made relative to the long length of concrete walls which have been built.

On taking charge, in September, I found that the concrete walls, (auxilliary dam so called) had been completed, and were secured from failure by a large number of iron tie-rods ; that the

area enclosed had not been dredged out nor fully concreted in the manner suggested by Mr Pilkington ; that attempts had been made to " pump out " which had resulted in failure ; that towards the construction of the dock proper not anything had been done, and that the whole of the season had been spent on " extra works ".

This being the condition of affairs I at once placed the dredging machine at work, had the whole of the unconcreted area cleaned out, and filled with concrete, which was carefully lapped over the rock where it came to the surface. For the purpose of strengthening the concrete wall on the western side, the concrete foundation of the emptying culvert was completed, and against the foot of the eastern wall a mass of rough stone and concrete has been placed.

Work of building the emptying culvert was carried on by tide work, as I did not deem it at all desirable that the concrete walls should be subjected to a greater pressure than that due to 9 ft. of water. Nearly the whole length of this culvert is in place and covered with a mass of rough concrete.

The vacancies behind the walls, into which the tide rose and fall, have been filled in with a gravilly soil taken from the excavation of the roadway leading from the public highway to the dock, and thus all pressure tending to force the walls *inwardly* has to a certain extent been relieved.

On Tuesday last (the 13th), owing to the sudden change which had taken place in the temperature, it was found to be desirable to close the works for the winter, and I have given orders to that effect.

For the completion of this work there still remains to be done :

The excavation and building of nearly *one* third of the body of the dock ;

The works at the entrance, consisting of the outer and inner inverts, Caisson Chamber and berth ;

The pump well and culverts and drains in connexion therewith ;

The Engine house and chimney ;

The setting of the boilers, and placing the pumping machinery, and machinery for operating the Caisson ;

The erection of the Caisson, and testing it as per contract :

The general completion of the roadway, and grounds surrounding the dock ; and

The erection of fencing, and of buildings and placing of tools and machinery required for the execution of repairs.

The accomplishment of the preceding, during the working season of 1884, is dependent upon the manner in which the concrete walls (auxilliary dam) withstand the effects of the winter, and if, next spring, they are capable of withstanding a pressure due to a head of 30 ft. and also upon the perfectness and solidity of the concrete flooring, to which reference has been made herein.

The supposition of the Engineers who prepared the plans of this dock was that the wing walls at the entrance, the coffer-dam between them and the close-piling driven along the eastern face of the Government warf, would together form a coffer-dam and the area enclosed could be pumped out and the whole of the works of the dock be proceeded with almost simultaneously.

This supposition was based on the information they had obtained that the foundation on which the wing-walls, etc., were to be built was *clay*, and this word appears on the contract plans.

Had this been the case, I have no doubt but their supposition would have proved correct ; but in reality only *fine sand* was found, and, though this was known prior to the commencement of any work, no changes were made to suit this marked alteration in the nature of the foundation, and the works, as designed, were carried out, and, as might have been anticipated, they were found to be utterly useless to act as a coffer-dam, and all attempts to "pump out" were fruitless, and thus the construction of "extra works" became a necessity.

With respect to the western wing wall, which has settled forwards some distance out its true line and is badly cracked in several places, I have to state that to-day a mass of clay and stone is piled against and around the pile foundation on which it stands, which must be removed next year ; and, judging from appearances, I have formed the opinion that, after this has been done, failure will take place, and to such an extent as may necessitate the rebuilding of the whole of the wall. This, of course, is a surmise which may, or may not, be verified in the future, but it is a surmise held by those who have had to do with the building of this wall and have watched its action since its completion.

In item 3 of Mr Kinipple's memorandum the following statement is made..... "the face of the outer invert where the dock proper commences and is founded upon rock".....

With respect to this it has been shewn that rock does not exist at that point, at least has not been reached by any of the works already built.

To construct the inverts and Caisson berth as per plan, they would have to be placed on the concrete flooring, already mentioned, which in term overlies a soft bottom composed of fine sand intermixed with sawdust, and is therefore not a safe and sufficient foundation on which to build the important work just mentioned.

Having had careful measurements made I have found that by shifting the entrance works inwards a distance of 30 ft., they can be founded on the *solid rock*, which rises abruptly, and I have so arranged the work done this fall that this change can be made.

As per plan, the length of the dock from the face of the Caisson to the circular head is 549 ft. ; by shifting the entrance works 30 ft. this length will be reduced to 519 ft. a length long enough to accomodate any vessel which can *pass over* the sill of the dock. The "Circassian" (which is 465 ft. in length over all and is, I believe, the longest steamer or vessel frequenting the port) could therefore *as regards length* be accommodated in the dock at this reduced length : the "Parisian" of the same line having a length of 440 feet over all.

The future success and usefulness of the dock entirely depends upon the perfect stability of the outer and inner inverts, and the rigidness of the Caisson berth ; for it must be borne in mind that a small and apparently insignificant settlement in any of the outer works would cause two difficulties to arise.

1. A jamming or sticking of the Caisson, and, 2, the destruction of the *perfectly watertight joint* which must *at all times* exist between the meeting faces of the Caisson and its berth, without which the dock cannot be kept dry.

For the avoidance of failure and to ensure a successful working in the future I have decided to move the entrance works 30 feet inwards so as to place them on a solid rock foundation, which action I trust will meet the approval of your Board.

From your accountant I have obtained a statement of the amount which has been expended to the 15th inst., in connexion with the construction of this dock, which I place in the following form :

Larkin, Connolly & Co.

Contract work.....	\$214,104 33
Extra-dock proper.....	36,967 92
Auxilliary dam.....	118,601 73
Cement delivered.....	4,200 00
	<hr/> \$373,873 98

Wigham, Richardson Co.....	\$ 29,331 45	
Duty, freight, etc., (Caisson).....	9,841 75	
	<u> </u>	\$ 39,173 20
Carrier, Lainé & Co.....		\$ 19,076 00
Kinipple & Morris.....	\$ 26,339 54	
Salary of Rist. Engineer.....	9,299 97	
“ “ Ass. Engineer.....	3,283 26	
“ “ Inspectors.....	6,638 31	
	<u> </u>	\$ 45,561 08
Award and expenses <i>in re</i> Patton.....		\$ 9,380 00
Dredged materials from Fradet.....		2,585 28
Loss on excavation.....		2,500 00
Repairing Pontoon.....		1,000 00
Miscellaneous.....		6,113 55
Total payments to 15th Nov. 1883.		<u>\$499,263 09</u>

I submit as follows :

An approximate estimate of the probable cost of the Dock under present engagements :

Amount of Contract, Larkin & Co.....		\$330,953 89
Extras allowed to 15th Nov. 1883.....	\$ 36,967 92	
Probable further amount required.....	3,032 08	
	<u> </u>	40,000 00
Auxilliary dam to 15th Nov. 1883.....	\$118,601 73	
Dredged Materials from Fradet.....	2,585 28	
Probable further amount required.....	36,398 27	
	<u> </u>	157,585 28
Caisson.....	\$ 29,331 45	
Freight, duty, storing etc.,.....	9,841 75	
Erection.....	10,000 00	
	<u> </u>	49,173 20
Engines, pumps, etc.,.....	\$ 32,000 00	
Boilers.....	4,500 00	
	<u> </u>	36,500 00

Engineering and Superintendence to			
15th Nov. 1883.....	\$	45,561 08	
" " " to completion.....	\$	5,000 00	
		<u> </u>	50,561 08
Award and expenses <i>in re</i> Patton.....			9,380 00
New Road.....			6,000 00
Brick boundary wall.....			6,500 00
Loss on excavation.....			2,500 00
Repairing Pontoon.....			1,000 00
Miscellaneous paynts to 15th Nov. 1883	\$	6,113 55	
do do probable.....		3,886 45	
		<u> </u>	10,000 00
			<u> </u>
			\$700,153 45
Add for shops, tools, plant and machinery for ship repairs and operating dock.....			
			\$ 25,000 00
			<u> </u>
Approximated Total.....			\$725,153 45

Before closing this report I desire to express my approval of the work which has been done by the Contractors, Messrs Larkin, Connolly & Co.

I have the honor to be,

Sir,

Your obdt servant

HENRY F. PERLEY,

Engineer in charge.

A. H. VERRET, Esq.,

Secretary

Harbour Commission

Quebec.



DOMINION OF CANADA.

PORT OF QUEBEC.

COMPARATIVE STATEMENT of the Number and Tonnage of Sailing Vessels and Steamers, with the Number of Men employed, entered Inwards and Outwards, for the years ending on the 31st December, 1882 and 1883, shewing the Countries from whence they came and for which they cleared, whether with cargo or in ballast, also, designating the Countries to which they belonged.

(Compiled by Mr. N. L. G. BELLEAU, of H. M. Customs.)

RETURN OF VESSELS INWARDS, FOR THE YEARS
ENDING 31st DECEMBER 1882 AND 1883.

RETURN OF VESSELS OUTWARDS, FOR THE YEARS
ENDING 31st DECEMBER 1882 AND 1883.

1882.				1883.			
Vessel.	Tonn.	Vessel.	Tonn.	Vessel.	Tonn.	Vessel.	Tonn.
Total Vessels arrived				Total Vessels arrived			
Vessels cleared				Vessels cleared			
Do. in ballast				Do. in ballast			
Total				Total			
Number of Steamers				Number of Steamers			
Do. of Sailing Vessels				Do. of Sailing Vessels			
Total				Total			
Do. of Men				Do. of Men			
Total				Total			
Do. of Men				Do. of Men			
Total				Total			
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COMPARATIVE STATEMENT of Vessels entered Inwards and Outwards at the Port of Quebec, showing the number of Vessels, Tonnage, and number of Men employed, distinguishing the number of Vessels Entered and Cleared at Out-Ports, for the years 1879, 1880, 1881, 1882 and 1883:

INWARDS.

	1879.			1880.			1881.			1882.			1883.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
Port of Quebec.....	579	582952	15197	786	825050	20273	608	679700	17243	558	621339	16721	648	747282	18739
Out-Port of Chicoutimi.....	28	17400	381	37	22784	505	29	18720	399	25	17052	347	26	17204	367
do Tadoussac.....	6	2583	67	4	1855	48	8	4104	96	2	1149	26	4	2306	52
do Les Escoumains.....	.....	.....	.....	7	2578	80	7	3357	89	7	3424	92	4	1729	46
do do.....	5	3631	73	9	4396	111	6	3668	79	5	2994	62	8	4132	100
do Sault-au-Cochon.....	19	5352	124	6	4836	84	13	6704	156	7	3367	82	9	4671	108
do Betsamits.....	.....	.....	.....	.....	.....	.....	7	6332	123	6	3426	79	14	8448	181
do Rivière Ouelle.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Total for Quebec.....	628	611918	15842	849	861501	21101	678	722665	18185	610	652951	17409	713	785772	19593

OUTWARDS.

Port of Quebec.....	585	569767	14319	773	771013	18213	545	693276	17308	564	570846	14576	624	643716	15402
Out-Port of Chicoutimi.....	34	18160	420	42	23907	543	34	19584	431	29	17614	372	36	19831	452
do Tadoussac.....	6	2583	67	4	1855	48	8	4104	96	2	1149	26	4	2306	56
do Les Escoumains.....	.....	.....	.....	7	2578	80	8	3971	104	7	3424	92	4	1729	46
do do.....	5	3631	73	10	4494	117	6	3668	79	5	2994	62	10	4512	110
do Sault-au-Cochon.....	19	5352	124	6	4836	84	12	6099	142	7	3367	82	10	5384	12
do Betsamits.....	.....	.....	.....	.....	.....	.....	7	6332	123	6	3426	79	14	8448	181
do Rivière Ouelle.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Total for Quebec.....	640	589493	15002	842	808683	19085	720	737015	18283	620	602830	15289	702	685826	16372

(Certified,) N. L. G. BELLEAU.

HARBOUR COMMISSION OFFICE.

QUEBEC, 11th December 1883.

DOMINION IMPORTS AT QUEBEC.

REPORT of Principal Entries inwards by vessels from all parts of
the Dominion, at this port for the season, 1883 :

	Total.
Schooners.....	1255
Bateaux.....	1210
Barges.....	223
Steamers.....	268
Tonnage.....	416390
Crews.....	14864
Passengers.....	43311
IMPORTS.	
Apples.....brls.	18160
Ale & Porter.....brls.	11868
do.....hhds.	1549
do.....kegs.	306
Almonds & Nuts.....bags.	4224
Agricultural Implements.....pkgs.	602
Axes.....bxs.	5526
Biscuits.....bxs.	19848
do.....brls.	1316
Brandy.....cases.	10051
do.....brls.	355
do.....hhds.	137
Boots & Shoes.....boxes.	1705
Blacking.....cases.	12781
Beef.....brls.	1272
Barley.....bus.	9442
Blueberries.....box.	23289
Bran.....tons.	1339
do.....bags.	1384
Brooms.....packages.	4943
Butter.....kegs.	8253
do.....lbs.	90203
Books.....cases.	2754
Baking Powder.....cases.	16487
Bricks.....M.	2916
Boards.....pcs.	301104
Bark.....cords.	1930
Cigars.....cases.	2237
Cheese.....bxs.	5600
Crockery.....brls.	148
do.....crates.	587

HARBOUR COMMISSION OFFICE.—(Continued).

REPORT of Principal Entries inwards by vessels from all parts of the Dominion, at this port for the season, 1883 :

	Total.
IMPORTS.—(Continued.)	
Coffee.....brls.	840
do.....bags.	2841
Coal.....tons.	22950
Cattle.....	7625
Corn.....bus.	32279
Cordages.....bales.	6838
Canada Plates.....cases.	11489
Carpets.....bales.	1002
Champagne.....cases.	1508
Currants.....brls.	875
Candles.....boxes.	1946
Clocks.....cases.	1465
Confectionary.....C. & B.	5293
do.....brls.	2113
Cod Oil.....galls.	30435
Drugs.....C. & B.	7645
do.....brls.	669
Dry Fish.....cwts.	1370
Deals.....pcs.	1071927
Eggs.....doz.	127320
Fels.....brls.	874
Flour.....brls.	80120
do.....bags.	52198
Feathers.....bags.	7111
Furniture.....loads.	540
Fowls.....	2054
Fruit.....brls.	1581
do.....C. & B.	3793
Gin.....cases.	15500
do.....brls.	547
do.....hhds.	97
Glue.....brls.	281
Grain.....bags.	3051
Green Fish.....brls.	7526
Glassware.....brls.	1457
do.....cases.	3018
do.....crates.	728
Glass.....boxes.	18118
Hides.....	50397
Horses.....	439
Hops.....bales.	581
Herrings.....brls.	9863
Hardware.....hhds.	78
do.....brls.	801

HARBOUR COMMISSION OFFICE.—(Continued.)

REPORT of Principal Entries inwards by vessels from all parts of
the Dominion, at this port for the season, 1883 :

		Total.
IMPORTS.—(Continued.)		
Hardware.....	C. & B.	8803
do	crates.	167
Hay.....	bcls.	77645
Iron.....	pkgs.	68653
Leather.....	bales.	8562
Lard.....	kegs.	25078
Linseed.....	bus.	1175
Molasses.....	puns.	126
do	brls.	883
Machinery.....	cases.	1317
Macaroni.....	boxes.	32065
Matches.....	boxes.	708
Mineral Water.....	brls.	68
Marble.....	pkgs.	1035
Mackerel.....	brls.	183
Nails & Spikes.....	brls.	7160
do	kegs.	10703
Oakum.....	bales.	3463
Oats.....	bus.	257914
Pork.....	brls.	12884
Perch & Pickets.....		4055
Peas.....	bus.	3578
Potatoes.....	bus.	58386
Raisins.....	boxes.	24247
Rice.....	bags.	4829
Rakes.....	pkgs.	3338
Rosin.....	brls.	1622
Refrigerators.....		565
Sugar.....	brls.	15520
do	hlds.	13
Stones.....	toise.	1052
Shingles.....	M.	5420
Seal Oil.....	galls.	56201
Sheep.....		785
Sewing Machines.....		4111
Starch.....	boxes.	17721
Soap.....	boxes.	24663
Spice.....	boxes.	14824
Steel.....	pkgs.	8383
Seeds.....	bags.	2157
Shovels & Spades.....	pkgs.	4290
Soda Carb.....	brls.	652
Scales.....	cases.	901
Scythe Handles.....	pkgs.	2601

HARBOUR COMMISSION OFFICE.—(*Continued.*)

REPORT of Principal Entries inwards by vessels from all parts of the Dominion, at this port for the season, 1883 :

	Total.
IMPORTS.—(<i>Continued.</i>)	
Stationary.....cases.	4243
Slabs.....loads.	1822
Sleepers.....	41416
Salmon.....boxes.	344
Tea.....boxes.	13234
Tobacco.....cases.	15310
do.....boxes.	1913
Tin.....cases.	18154
Turpentine.....brls.	2069
Tar.....brls.	1656
Trout.....brls.	76
Wine.....brls.	2736
Whiskey.....brls.	1248
do.....hhds.	167
Washboards.....pkg.	725
Whale Oil.....galls.	1260
Wheat.....bus.	14724
Wood.....cords.	37373

JAS. WOODS,
Chief Clerk.

LIGHTERED CARGOES.

ALLAN LINE—INWARDS.

Date.		Name of Steamer.	Number of tons.	Amount.	
				¢	cts.
1883					
May	4..	S. S. Scandinavian.....	43	4	30
do	5..	Grecian.....	8		80
do	8..	Circassian.....	29	2	90
do	10..	Buenos Ayrian.....	32	3	20
do	14..	Polynesian.....	40	4	00
do	18..	Manitoban.....	50	5	00
do	22..	Peruvian.....	36	3	60
do	28..	Sarmatian.....	44	4	40
June	1..	Canadian.....	23	2	30
do	4..	Parisian.....	50	5	00
do	9..	Corean.....	25	2	50
do	11..	Sardinian.....	53	5	30
do	13..	Grecian.....	22	2	20
do	19..	Buenos Ayrian.....	36	3	60
do	19..	Circassian.....	54	5	40
do	26..	Polynesian.....	100	10	00
do	27..	Manitoban.....	67	6	70
do	30..	Hanoverian.....	25	2	50
July	3..	Peruvian.....	125	12	50
do	6..	Lucerne.....	10	1	00
do	7..	Nestorian.....	65	6	50
do	9..	Sarmatian.....	137	13	70
do	12..	Canadian.....	105	10	50
do	14..	Parisian.....	183	18	30
do	16..	Corean.....	175	17	50
do	23..	Sardinian.....	170	17	00
do	24..	Grecian.....	109	10	90
do	29..	Circassian.....	178	17	80
do	31..	Buenos Ayrian.....	36	3	60
Aug.	5..	Hanoverian.....	78	7	80
do	6..	Manitoban.....	99	9	90
do	6..	Polynesian.....	113	11	30
do	12..	Peruvian.....	148	14	80
do	13..	Lucerne.....	148	14	80
do	18..	Sarmatian.....	150	15	00
do	24..	Corean.....	88	8	80
do	25..	Grecian.....	62	6	20
do	25..	Parisian.....	125	12	50
Sept.	1..	Buenos Ayrian.....	95	9	50
do	1..	Sardinian.....	145	14	50
do	8..	Hanoverian.....	35	3	50
do	10..	Circassian.....	160	16	00
do	11..	Manitoban.....	98	9	80
do	17..	Polynesian.....	124	12	40
do	20..	Lucerne.....	50	5	00
do	22..	Peruvian.....	81	8	10
do	24..	Corean.....	43	4	30
Carried Forward.....			3272	387	20

LIGHTERED CARGOES.—(Continued).

ALLAN LINE—INWARDS.

Date.	Name of Steamers.	Number of tons.	Amount.
1883	To amount brought forward.....	3272	\$ cts. 387 20
Sept. 29..	S. S. Parisian.....	174	17 40
do 30..	Grecian.....	46	4 60
Oct. 8..	Buenos Ayrian.....	30	3 00
do 8..	Sarmatian.....	69	6 90
do 12..	Hanoverian.....	35	3 50
do 15..	Sardinian.....	57	5 70
do 23..	Circassian.....	102	10 20
do 24..	Manitoban.....	23	2 30
do 29..	Polynesian.....	89	8 90
do 30..	Austrian.....	21	2 10
May 28..	Nestorian.....	26	2 60
Nov. 5..	Parisian.....	112	11 20
do 13..	Peruvian.....	146	14 60
do 14..	Buenos Ayrian.....	43	4 30
do 16..	Hanoverian.....	13	1 30
	Total.....	4858	485 80

DOMINION LINE—INWARDS.

May 2..	S. S. Ontario.....	22	2 20
do 7..	Texas.....	27	2 70
do 8..	Dominion.....	5	50
do 14..	Oregon.....	25	2 60
do 23..	Montréal.....	26	2 60
do 29..	Toronto.....	80	8 00
June 4..	Quebec.....	1	10
do 6..	Sarnia.....	10	1 00
do 18..	Ontario.....	23	2 30
do 24..	Dominion.....	30	3 00
do 25..	Oregon.....	50	5 00
July 3..	Texas.....	60	6 00
do 9..	Toronto.....	146	14 60
do 11..	Quebec.....	5	50
do 15..	Sarnia.....	146	14 60
do 20..	Mississippi.....	10	1 00
do 23..	Montréal.....	132	13 20
do 30..	Ontario.....	67	6 70
Aug. 6..	Oregon.....	133	13 30
do 13..	Dominion.....	76	7 60
do 19..	Toronto.....	86	8 60
do 24..	Quebec.....	12	1 20
	Carried forward.....	1334	117 20

LIGHTERED CARGOES.—(Continued.)

DOMINION LINE—INWARDS.

Date.	Name of Steamers.	Number of tons.	Amount.
1883	To amount brought forward.....	1334	117 20
Aug. 25..	S. S. Sarnia.....	162	16 20
do 31..	Mississippi.....	23	2 30
Sept. 3..	Montréal.....	75	7 50
do 11..	Ontario.....	33	3 30
do 18..	Oregon.....	118	11 80
do 24..	Dominion.....	47	4 70
do 30..	Toronto.....	50	5 00
Oct. 5..	Quebec.....	3	30
do 8..	Sarnia.....	46	4 60
do 15..	Mississippi.....	2	20
do "...	Montréal.....	20	2 00
do 24..	Ontario.....	70	7 00
do 29..	Oregon.....	70	7 00
Nov. 7..	Dominion.....	23	2 30
do 11..	Toronto.....	26	2 60
	Total.....	1940	194 00

BEAVER LINE—INWARDS.

May 7..	S. S. Lake Huron.....	7	70
do 2..	Winnipeg.....	20	2 00
do 29..	Manitoban.....	10	1 00
June 12..	Champlain.....	1	10
do 19..	Huron.....	20	2 00
do 26..	Nepegon.....	15	1 50
July 3..	Winnipeg.....	60	6 00
do 18..	Manitoban.....	47	4 70
do 23..	Champlain.....	30	3 00
do 28..	Huron.....	130	13 00
Aug. 6..	Nepegon.....	10	1 00
do 12..	Winnipeg.....	50	5 00
do 21..	Manitoban.....	20	2 00
Sept. 3..	Champlain.....	30	3 00
do 8..	Huron.....	50	5 00
do 20..	Nepegon.....	12	1 20
do 24..	Winnipeg.....	50	5 00
Oct. 1..	Manitoban.....	22	2 20
do 16..	Champlain.....	15	1 50
do 22..	Huron.....	15	1 50
do 31..	Nepegon.....	7	70
Nov. 6..	Winnipeg.....	15	1 50
do "...	Manitoban.....	10	3 00
	Total.....	646	64 60

LIGHTERED CARGOES.—(Continued.)

SUNDRY STEAMERS—INWARDS.

Date.	Name of Steamer.	Number of tons.	Amount.
1883 Oct. 22..	S. S. Gassbrook.....	30	\$ cts. 3 00

ALLAN LINE—OUTWARDS.

Oct. 12..	S. S. Parisian.....	25	1 25
do 19..	Sarmatian.....	90	4 50
	Total.....	115	5 76

SUNDRY STEAMERS—OUTWARDS.

Nov. 24..	S. S. Coban.....	340	17 00
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RECAPITULATION.

	Number of tons.	Amount.	Total Amount.
			\$ cts.
Allan Line—Inwards.....	4858	485 80	
do Outwards.....	115	5 75	491 55
Dominion Line—Inwards.....	1940		194 00
Beaver Line—Inwards.....	646		64 60
Sundry Steamers—Inwards.....	30		3 00
do Outwards.....	340		17 00
Total.....			770 15

E. & O. E.

Quebec, Dec. 29th 1883.

JAS. WOODS,
Chief-Clerk.

QUEBEC HARBOUR COMMISSION

STATEMENT showing the particulars of the Contracts awarded by the Quebec Harbour Commissioners in connection with the construction of the Graving Dock and of the Harbour Improvements up to the 31st December 1883

Nature of Contracts.	Dates of Contracts.	To whom awarded.	Dates of completion of Contracts.	Net amounts of Contracts.	Deductions from Contracts.	Amounts paid to Contractors.	Total amounts paid to Contractors.	Total engineering expenses.	Sum of interest on amounts expended.	Total expenditure.	Total amount received from Federal Government.	Designation of Statutes authorizing expenditure.	Expenditure incurred each year to date.							Amount available for completion.	Amount required for completion.	REMARKS.			
													1877	1878	1879	1880	1881	1882	1883						
Harbour Improvements.....	2nd May 1877.....	Peters, Moore & Wright.....	2nd October 1880.....	5,290.00	0.00	15,115.00	18,270.00	6,257.78	5,177.00	1,078.69															In the column under the heading of "Total Engineering Expenses" is included a sum of \$8195.53 paid to Messrs Knappe & Morris, the late Chief Engineers both to the Harbour and Graving Dock Works, representing their commission of 2 1/2 per cent for preparing the plans and Specification of the Cross Wall, the construction of which having been estimated by them at £43080 sterling.
Gas Wharf Junction.....	25th September 1882.....	Larkin, Connolly Co.....	1st November 1883.....	1,000.00	210.00	0.00	1,000.00	1,000.00	1,000.00	1,000.00		36 Vict. Cap. 62, 43 Vict. Cap. 17 and 45 Vict. Cap. 47.	46500.46	104533.19	251572.50	169712.00	76057.10	66054.17	130739.10	1,171.00					The amount of \$1275 under the same heading, placed against, the Gas Wharf Junction Contract, being out of proportion with the amount of the Contract itself, is explained by the fact that half of the amount of the salaries of the Staff of Engineers had to be attributed to that work till the middle of the season inasmuch as no other works were in progress.
Dredging of the Louise Basin.....	25th September 1882.....	Larkin, Connolly Co.....	1st November 1884.....	1,881.00	0.00	13885.00	26876.58	1,000.00	1203.08																Under the heading of "Sundries including salaries of Inspectors" an amount of \$5000.25 is included in the expenditure connected with Gas Wharf Junction which represents the cost of the property purchased from the Bureau for the purpose of connecting the Harbour Improvements with North Shore Railway on the South side.
Cross Wall.....	6th June 1883.....	Larkin, Connolly Co.....	1st December 1883.....	1,000.00	0.00	1,000.00	25,200.00	0.00	1,000.00																In the column under the heading of "Amount required for completion" is included the interest on the whole amount of expenditure that will have to be paid till the works will be available—No provisions has been made in this column for the payment of the amount that will have to be paid Messrs Peters, Moore & Wright when judgment will have been rendered in their case against the Commission.
Graving Dock.....	17th August 1878.....	Larkin, Connolly Co.....	1st June 1882.....	1,000.00	6158.22	2,7500.00	1,000.00	0.00	0.00																Included under the heading of "Sundries including salaries of Inspectors" an amount of \$154.25 for duty and \$123.85 for freight on Caisson.
Caisson for same.....	7th August 1879.....	Wigham Richardson Co.....	7th January 1880.....	2,021.51	1160.00	1,000.00	2,021.51	2,021.51	1,000.00	321429.00	525000.00	38 Vict. Cap. 56 and 46 Vict. Cap. 40													All the amounts paid previous to the letting of the main Contract are included in the column under the heading of expenditure incurred in 1878.
Pumping Machinery for same.....	10th March 1880.....	Carrier, Laine & Co.....	1st March 1881.....	1,000.00	0.00	1,000.00	1,000.00	1,000.00	1,000.00																The large increase of the expenditure for the completion of the Dock is explained in Mr Perley's Report annexed to the Commissioners Report.
Boilers — 2 — do.....	do.....	Carrier, Laine & Co.....	Delivered.....	1,000.00	0.00	1,000.00	1,000.00	1,000.00	1,000.00																

(Certified.)

A. H. VERRET.
Secretary-Treasurer.

(From returns received from the several Coves.)

TO THE 1ST DECEMBER, FOR THE YEARS 1879, 1880, 1881, 1882, and 1883, RESPECTIVELY,—with averages for the same period, and five years preceding.

J. BELL FORSYTH & Co.

REMARKS.

QUEBEC, 17th December, 1883.

shing the Trade with the usual annual returns of Manufacture, Export and Stock statements, Prices Current, &c., &c.

need all former years, and about doubles the quantity of tonnage employed five and great extent loaded at Montreal, only carrying part cargoes from this Port. In sail-ear, but it falls below the average of the past five years. It is worthy of note that the increase, partly accounted for by the number of steam colliers now employed.

s, and by the most sanguine a good business was anticipated, but we regret this has back on a year of disappointment; unsatisfactory alike to the Manufacturer and ding one in most of its leading features!

all woods, together with the decline and dullness in shipbuilding throughout Great occurred there from time to time in the different industries of the country, have no expression. From "The Timber Trades Journal," 1st December, we take the following o the point:—

branch of industry connected with the timber trade should materially assist the wood rection to look for such revival. The discharging of hands at the great shipbuilding le features that now presents itself, and makes the outlook for that branch of the is immaterial whether the cause of this reduction of labour is due to the new Shipping r to the fact of the supply of ships constructed last year being largely in excess of the s to the country, and at such a critical time especially so to the timber trade, with o intimately connected. Though iron is the material apparently most affected, the on of steamships can only be fully appreciated by those who are in the neighbour-

pt White Pine has been moderate, the Export rather above the average of the past d in some cases considerably under the average.

nerica is again on the increase, and the export largely in excess of last year. e may remark that they are based on actual sales, though in some articles no trans-) months.

square and waney which would have been considered small a few years ago, has or present demands. The returns from the Supervisor of Cullers Office do not show market, as several lots of St. Lawrence wood remain in the drams unmeasured, apparent inaccuracy in our comparative statements. The spring business opened uses were holding over stocks from 1882 ample for their requirements, so that a very s slightly under the closing figures of the previous year. During the summer months only an occasional Raft being disposed of with difficulty, while early in the autumn ; since that period every thing has been stagnant, even the local market is exceed- t no signs of recovery from this unfortunate state of things.

ceived by the last mail are very discouraging showing that stocks are accumulating nsequence prices declining. The outlook therefore is very unfavorable and we can ion for this winter, greatly curtailed as the statements show, is likely to be still too ements. A large quantity of common and inferior wood has been absorbed by local : on this branch of the trade. A very large proportion of the present stock is unsold.

Supply.	Export.	Stock.
7,412,034 }		{ 7,780,620 Square.
3,786,523 }	10,427,000	{ 2,758,840 Waney.
8,053,086 }		{ 6,532,152 Square.
3,127,129 }	7,912,160	{ 3,354,943 Waney.

largely consumed, (that twenty years ago over five millions were measured) has under half a million. The shipments are about the same as last year, and the stock t. The slight demand has been confined chiefly to large average and choice parcels t, which has now accounted for most of the inferior grades which were in stock. ll be very light, tho' doubtless sufficient for all demands, as consumption is limited, oyed this timber so freely, is at present in a very unsettled state.

Supply.	Export.	Stock.
498,111	1,048,960	1,510,925
1,474,871	1,024,680	2,362,624

and shipments have greatly diminished during the past ten years, while the heavy ing sawn stuff have materially increased the stock in the Home markets, causing a een greater than last year, while the shipments are considerable and the stock five years, the usual proportion of common and inferior wood being included. The ess than usual.

Supply.	Export.	Stock.
1,916,322	2,132,880	1,203,347
1,316,719	1,957,320	1,362,153

demand throughout the season owing to the very short supply. The operations this e, tho' standing timber is becoming scarce and difficult to purchase. The stock in There has been enquiry for 30 to 35 feet average wood, but we did not hear of any clear of such sizes.

REVENUE AND EXPENDITURE.

1883	1883		
Dec. 31..	Dec. 31..		
To Tonnage.....	By Officers.....	Salaries.....	5525 00
Export.....	Reporters.....	Salaries.....	775 00
Import.....	Commissioners Attendance.....		1895 00
Harbor.....	Auditors for 1882.....		200 00
Breakwater.....	Breakwater.....	Expenses..	451 10
Point a Carey Wharf.....	Point a Carey Wharf.....	Expenses..	1351 99
East India Wharf.....	East India Wharf.....	Expenses..	392 85
Grand Trunk Wharf.....	Grand Trunk Wharf.....	Expenses..	157 00
Wellington Wharf.....	Wellington Wharf.....	Expenses..	514 02
Atkinsons Wharf.....	Atkinsons Wharf.....	Expenses..	303 95
Reynars Wharf.....	Reynars Wharf.....	Expenses..	118 15
Interest.....	Legal.....	Expenses..	212 85
Beach & Deep Water Lots.....	Printing Commissioners Reports.....		257 34
Sundries.....	Harbor Masters Service.....		238 25
	Surveys River St-Charles.....		155 00
	Painting, &c, Eng. Offices.....		142 13
	Adviz. Stationary, Office cleaning and Sundries.....		1756 13
	One year Interest and Sinking Fund on \$723,000 Harbour Debentures.....		38873 61
	Profit & Loss.....		13255 45
			66594 82

JAS. WOODS,
Book-keeper.

A. H. VERRET,
Secretary-Treasurer.

BALANCE SHEET OF 31st DECEMBER 1883.

Dr.

Cr.

To Office Furniture.....	2387 36	By Beach & Deep Water Lots	45466 15
Amount at debit Grantees Beach & Deep Water Lots.	39853 31	Quebec Harbor Debentures.....	1607069 00
Amount at debit Lesses.....		Sinking Fund.....	121595 38
Wharves & Warehouses.....	6866 78	Dem. Govt. Graving Dock.....	525000 00
Amount at debit Sundry		A. Charlebois.....	50 00
Parties for Harbor Dues.....	1406 83	Profit & Loss.....	57327 99
Point a Carcy Wharf.....	27179 36	Recv. Gen. of Canada.....	14460 00
Breakwater do	220344 63	Jas. F. Gokton.....	149 86
East India do	48368 49		
Grand Trunk do	15433 32		
Wellington do	84730 35		
Atkinsons do	50945 20		
Reynars do	9918 29		
Peters, Moore & Wright.....	625778 13		
Harbor Improvements.....	204307 12		

Larkin, Connolly & Co	394964 59	
Wigham, Richardson & Co.....	29331 45	
Carrier, Lainé & Co.....	19076 00	
Graving Dock.....	78056 96	
Larkin, Connolly & Co, Dredging.....	29876 98	
Dredging Contingencies.....	2043 68	
Larkin, Connolly & Co, Piling.....	12634 65	
Piling Contingencies.....	8218 12	
Larkin, Connolly & Co, Cross Wall.....	25200 00	
Cross Wall Contingencies.....	731 02	
Reev. Gen. Sinking Fund.....	117980 38	
La Banque Nationale.....	56323 82	
Cash.....	675 81	
Jackscrews Account.....	394 87	
Tools Account.....	977 55	
Open Exchange.....	2519 15	
Fly Bank Channel.....	6760 11	
Carried forward.....	2367900 31	2371118 38
Carried forward.....		

BALANCE SHEET OF 31st DECEMBER 1883.—(Continued).

Dr.

Cr.

To amount brought forward.....	2367900 31	By amount brought forward.....	2371118 38
Anchor Account.....	485 44		
Lumber Account.,	1491 19		
Suspense Account.....	1241 44		
Total.....	2371118 38	Total.....	2371118 38

JAS. WOODS,

Book-keeper.

A. H. VERRET,

Secretary-Treasurer.

QUEBEC, 1st February 1884.

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commission for the year ending 31st December 1883 and that the balance, sheet, as copied on folios 501-502-503 and 504 of this Journal, is correct.

A. GABOURY, }
A. AHERN, } Auditors.

STATEMENT of Assets & Liabilities, per Balance Sheet of Date.—Quebec, 31st December 1883.

ASSETS.		\$	cts.	\$	cts.	LIABILITIES.		\$	cts.
<i>Real Estate :</i>									
Point a Carey Wharf	271795	36				Quebec Harbor Debentures.....	1607069	00	
Breakwater do	220344	63				Recd. on account Graving Dock.....	525000	00	
East India do	48368	49				Six Mos Int. on \$723,000.....	14460	00	
Grand Trunk do	15433	32				Deposit for Specification	50	00	
Wellington do	£4730	35				Jas. F. Golden	149	86	
Atkinson do	50945	20							2146728 86
Reynars do	9918	29							
				701535	64				
<i>In re Beach & Deep Water Lots :</i>									
Capital at debit sundry parties.....	34576	85				STARTS.			
Arrears of Int to 24 June 1883.....	5276	46				<i>Composed as follows :</i>			
do do 24 Dec. 1883.....	1241	44				Beach & Deep Water Lots	45466	15	
				41094	75	Sinking Fund.....	121595	38	
<i>Harbor Improvements :</i>									
Peters, Moore & Wright	625778	13				Profit & Loss.....	57327	99	
Engineering & Sundries	204307	12							
Larkin Connolly Co "Dredging"	20876	98							
Dredging Contingencies.....	2043	68							
Larkin Connolly Co "Piling"	12634	65							
Piling Contingencies.....	8218	12							
Larkin Connolly Co "Cross Wall"	25200	00							
Cross Wall Contingencies.....	731	02							
				908789	70				
<i>Carried forward.....</i>									
				1651420	09	<i>Carried forward.....</i>			

<i>Tools :</i>			
On hand		977 55	
<i>Anchors :</i>			
On hand		485 44	
<i>Lumber :</i>			
On hand		1491 19	
<i>Office Furniture</i>		2387 36	
		<u>2371118 38</u>	

JAS. WOODS,

Book-keeper.

A. H. VERRET,

Secretary-Treasurer.

QUEBEC, 1st February, 1884.

We hereby certify that we have examined the statement of Assets and Liabilities of the Quebec Harbour Commission on 31st Decr, 1883—as detailed on pages 505-506-507 and 508 of this Journal—and that we find the same in all particulars the correct position of the Trust at date named.

A. GABOURY, }
A. AHERN. } AUDITORS.

2371118 38

Quebec, 1st February, 1884.

TO THE CHAIRMAN AND COMMISSIONERS.
Quebec Harbour Commission,
Quebec.

GENTLEMEN,

We beg to report that we have audited the books and vouchers of the commission for the year 1883 and we are pleased to state that we have found every thing in order.

We have to thank Mr Verret and Mr Woods for having given us all facilities possible.

We have the honor to be,
Gentlemen,
Your obedient Servants,

A. GABOURY }
A. AHERN. } Auditors.

QUEBEC HARBOUR COMMISSIONERS' REPORT.

AS PILOTAGE AUTHORITY FOR THE YEAR 1883.

(Under the 36th Victoria, Chapter 54.)

Quebec, 2d January, 1884,

To the Honorable A. W. McLelan,
Minister of Marine and Fisheries, etc.,
Ottawa.

SIR,

In compliance with the provisions of Section 24 of the 36th Victoria, Chapter 54, I have the honor to submit the following report of the Quebec Harbour Commissioners, as Pilotage Authority, for the year 1883 :

The operations of the year opened the 21st April by the departure of ten pilots who were sent, by the Intercolonial Railway, to the 1st station in order to board the Schooner No 4 which had wintered there.

On the 5th May the schooner No 3 left with fifteen pilots and was followed, on the 10th of same month, by the Schooner No 1 with twenty five pilots. Five days after twenty one pilots were dispatched, by train, to Rivière-du-Loup in order to meet the Schooner No 4 ; on the following day, thirty five were forwarded, also by train, to the same place, and, on the next day, they were followed by seven more.

The work of supplying with pilots the various stations during the season was performed by only four schooners, instead of five formerly employed, and the service has been accomplished with satisfaction.

As previously the Railway was frequently used this year to forward pilots to the station.

Old Pilots

Under the 36th Section of the " Pilotage Act 1873 " all the old pilots, thirty seven in number, who had attained the age of 65 and over were summoned, before the opening of the navigation, to appear before the Pilotage Authority in order to establish whether they could be continued in the exercise of their duties. With the exception of one, Joseph Lavoie, who was pensioned, they were all found able to continue to perform their duties and a new Licence for one year was accordingly granted to each of them.

Pension List

Three old pilots past the age of 65, Jacques Tremblay, Alexis Vézina and Abraham Couillard Desprès, have been superannuated at their own request, during the year.

A young pilot, Léandre Raymond, of the age of 34, has also been placed on the pension list on account of incurable insanity of which he has been suffering since many years.

Licence Forfeited

The Licence of the pilot Louis Fortunat Lavoie has been, on the 23th October, declared forfeited under the authority of the Section 34 of the 36 Victoria, Chapter 54, the said pilot having passed two full and consecutive years without acting as a pilot.

Trials

Six pilots were tried during the season on complaints lodged by ship Masters, and four on complaints lodged by the Corporation of Pilots for infringing their regulations.

One of the statements annexed to this Report contains all the particulars as to the nature of the complaint and the result of the trial in each case.

The pilot Nazaire Curodeau who had been tried, on the 4th November 1882, for the grounding of the ship "Sandringham" and found guilty of the complaint lodged against him, had filed an appel before the Superior Court against the judgment condemning him, when the report for the year 1882 was forwarded to your Department. The judgment of the Pilotage Authority was subsequently reversed by the Superior Court.

One of the pilots who were tried during last year, Moïse Lachance, also lodged an appeal against the judgment condemning him. In this case the Superior Court has rendered a judgment maintaining the action of the Pilotage Authority.

Deaths

Four pilots have died during the year : they are respectively named as follows : Pierre Ruelland, Hubert Dumas, Nicolas Fortin and Michel Nil Asselin.

Apprentice Pilots

Five apprentices have been admitted to practice as pilots, during the year, after undergoing the examination required by law, and one, Odilon Lapierre, died on the 3rd September.

There are still twenty four apprentices on the list who are entitled to undergo their examination at the expiration of their apprenticeship under the 8th Section of the 45th Victoria, Chapter 32, which provides for the reduction of the number of Pilots. Among them one has been absent since six years and the other since five. As they have never reported themselves since they have left the may be considered as having forfeited their indentures.

The number of apprentices under that section of this law may therefore be considered as reduced to twenty two.

During the month of April the Board of the Corporation of Pilots have addressed to the Pilotage Authority an application to be allowed to take more apprentices. Having been requested to state the reasons why they had forwarded such an application when they knew that, under the law above cited, the Pilotage Authority could not grant any new licence to any person as a pilot, except to those who were under indenture, until the number of pilots is reduced to one hundred and twenty five, they answered that, if their application was refused, they would be obliged to engage men for sailing their Pilot Schooners, a service which had heretofore been performed by the apprentices, and that, by allowing their request, they would save a large amount of wages, inasmuch as it is the rule to allow but a very small remuneration to the apprentices for their services on board the schooners.

The reasons given by the Board of Pilots having been accepted they were allowed to take seven new apprentices with the understanding however that the candidates will be made aware, before being indentured, of the enactments of the Statute 45th Victoria, Chapter 32, that is to say that they will be informed that they will not be permitted to present themselves to be admitted to practise as pilots until the number of Pilots is reduced to the number fixed by law, after the admittance of the apprentices who were acting under indenture at the time of the adoption of said law.

This condition having been accepted by the candidates recommended by the Board of Pilots they were accordingly indentured six on the 23th May and the other on the 12th July.

A clause embodying the conditions of the engagement has been inserted in the indenture of each.

Directors of the Corporation of Pilots

At their annual meeting, which has taken place the 10th December, the pilots have elected as Directors to their Corporation, for the ensuing year. Messrs Auguste Desprès, Nestor Lachance,

Philippe Couillard, Laurent Godbout, Cyprien Langlois and Edouard Genest, and subsequently Mr Nestor Lachance has been elected President by the Directors.

The accompanying statements convey all the information annually furnished to your Department with reference to the Pilotage Authority of this District.

I have the honor to be,

Sir,

Your most obedient servant.

A. H. VERRET,
Sec. Treasurer.

QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held during the year 1883 before the Quebec Harbour Commissioners under the authority of the "Pilotage Act 1878" 36 Victoria, Chapter 54.

Names of Pilots tried.	Nature of complaints.	Dates of Trials.	Result.	Remarks.
Pierre Pepin dit Lachance...	For having ran ashore, the 12th November 1882, the ship "Victory" on the Fly Bank.	30th December 1882.— 2nd Jan. 1883.—29th September & 2nd October 1883.	Dismissed.....	The case came twice before the Pilotage Authority it was dismissed, the first time, for want of jurisdiction and, the second time, on account of the absence of the most important witnesses.
Cyprien Raymond.....	For having, on the 26th May, grounded the Barque "Elisabeth" off Madame Island.	11th June...	Acquitted on account of the irregularity on the part of the ship in taking soundings and reporting no bottom from ten to fifteen minutes before Barque Struck.	
David F. Pelletier.....	For having insulted one of the Directors of the Corporation of Pilots.	12th June...	Found guilty and fined twenty dollars and costs.	

QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held during the year 1883 before the Quebec Harbour Commissioners under the authority of the "Pilotage Act 1873," 26 Victoria, Chapter 54.—(*Continued.*)

Names of Pilots tried.	Nature of complaints.	Dates of Trials.	Result.	Remarks.
Louis Honoré Lapierre.....	For having infringed the Laws of the Corporation of Pilots.	By 27th June ...	Found guilty and fined twenty dollars and costs.	
Moïse Lachance.....	For having, on the 23rd May, grounded the Ship "Rutland" on the north side of the Traverse.	30th June, the 3rd & 23rd July.	Found guilty and fined sixty dollars and costs	An appeal from that judgment taken before the Superior Court was dismissed.
Louis Fontaine	For having, on the 6th June, grounded the Ship "Cosmo" off Hare Island.	13th July....	Acquitted on the ground that the accident to the ship had not been caused by any neglect of duty on the part of the Pilot.	
Théo-hule Pepin dit Lachance	For disorderly conduct, under the influence of liquor, when on the roll.	18th July....	Found guilty and fined forty dollars and costs.	
Narcisse Fougues.....	For disorderly conduct, under the influence of liquor, when on the roll.	18th July....	Found guilty and fined forty dollars and costs.	

Abraham Couillard Després. For having, on the 15th October, 1884, run the Barque "Romulus" into the Barque "Andromeda" when about off White Island.

Joseph Pâquet For having, on the 14th November, grounded the Barque "Jessie Douglass" at the entrance of the River St Charles.

Found guilty and suspended for one calendar month, to be computed from the date of the trial.

Acquitted, the evidence adduced having established that he was not guilty of the charge lodged against him.

23d Nov.....

Certified,

A. H. VERRET,

Secretary-Treasurer.

OFFICE OF THE HARBOUR COMMISSION,
Quebec, 2nd January 1884.

QUEBEC HARBOUR COMMISSION

LIST of Apprentice Pilots acting immediately under the Quebec Harbour Commissioners Pilotage Authority on the 31st December 1883.

	Name.	When indentured.	REMARKS.
1	George Dugal.....	11th April 1871	Absent since the fall of 1877.
2	Ernest Nolet.....	19th March 1874	Absent since the fall of 1878.
3	Alfred Dion.....	7th April 1877	
4	Lucien Lachance.....	do	
5	Camille Bernier.....	11th July 1877	
6	Moïse Blouin.....	do	
7	Moïse Godbout.....	do	
8	Alfred Godreau.....	do	
9	Alfred Raymond.....	do	
10	Philéas Lachance.....	do	
11	Moïse Arthur Lachance.....	22nd July 1880	
12	Joseph Talbot.....	do	
13	Louis Thivierge.....	20th October 1880	
14	Lawrence Larochele	do	
15	Edmond Larochele.....	30th March 1881	
16	Joseph N. Dallaire	do	
17	Emile Lachance.....	do	
18	Alphonse Asseïu.....	do	
19	Joseph Plante.....	15th June 1881	
20	Narcisse Desprès.....	do	
21	Alphonse Pâquet.....	20th July 1881	
22	Napoléon Pouliot.....	do	
23	Arthur Doiron.....	do	
24	Adélard Bernier.....	14th Sept. 1881	
25	Adélard Vézina.....	23rd May 1883	
26	Jean-Baptiste Pouliot.....	do	Those apprentices having been indentured since the passing of the Act 45 Victoria, Chapter 32, it has been stipulated in the indenture of each that they would not be admitted to pass their examination before the number of Pilots is reduced to 125.
27	Joseph Thivierge.....	do	
28	Léonidas Lachance.....	do	
29	Eudore Langlois.....	do	
30	Herménégilde Pâquet.....	do	
31	Frs-X. Eustache <i>alias</i> Wm Doiron..	12th July 1883	

Certified,

A. H. VERRET,

Secretary-Treasurer.

OFFICE OF THE HARBOUR COMMISSION,
Quebec, 2nd January 1884

STATEMENT Showing the Number of Pilots for and below the Harbour of Quebec on the Active List on the 31st December 1883; the number who retired, struck off the active list or died during the year, the number temporarily suspended, the number who were unable to serve, the number in charge of the Government Steamers and those in charge of Lighthouses, etc.

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
1	Joseph Pepin.....	74	St John, Orleans.....	6	5	6	
2	Charles Nolet.....	75	Quebec.....	6	6	7	
3	Edouard Marcoux.....	76	Ste Pâtronille, Orleans.....	8	5	6	
4	Thomas Simard.....	69	Quebec.....	7	7	7	
5	Jean Audet dit Lapointe.....	70	St Michel, Bell.....	5	4	5	
6	George Santerre.....	72	do.....	7	6	6	
7	Laurent Larochele.....	71	do.....	6	5	6	
8	Charles Bernier.....	69	Cap St Ignace.....	7	5	6	
9	Régis Ménard.....	68	St Valier.....	7	8	9	
10	Jean Pouliot.....	69	St John, Orleans.....	7	6	6	
11	Ers Vézina.....	69	Quebec.....	2	1	2	On the sick list part of the season.
12	Hilaire Jovin.....	67	Ste Lucie, Rimouski.....	7	7	7	
13	Jean-Bte Bernier.....	68	L'Islet.....	7	8	6	Employed by the Allan Line of Steamers
14	Joseph Pouliot.....	68	St John, Orleans.....	7	7	5	
15	Jacques Tremblay.....	75	do.....	5	5	5	Pensioned the 11th October.
16	Jean Dugas.....	67	Quebec.....	7	6	7	
17	Cyprien Raymond.....	65	do.....	7	6	6	
18	Louis Laprise.....	67	do.....	6	6	6	Tried the 11th June. Acquitted.
19	Pierre Pepin.....	63	do.....	7	5	6	

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec.—(Continued).

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
20	Charles Dumas.....	67	Green Island.....	7	6	5	One of the Directors of the Corporation of Pilots reelected at last election.
21	Louis Cottin Dugal.....	73	St Michel, Bell.....	6	6	6	
22	Edouard Genest.....	63	Ste Pétronille, Orleans.....	0	0	0	
23	Pierre Lapierre.....	66	Notre-Dame, Levis.....	7	6	7	Master of one of the Pilot Schooners.
24	Magloire Desisle.....	67	Trois-Pistoles.....	7	3	6	
25	Jean-Bte Talbot.....	66	Berthier.....	7	3	5	
26	Joseph Dick.....	64	St John, Orleans.....	6	7	6	On the sick list during the whole season
27	Frs Noël.....	73	Ste Pétronille, Orleans.....	5	6	6	
28	Paul Langlois.....	68	Ste Agathe.....	7	4	0	
29	George Audet dit Lapointe...	63	Lauson, Levis.....	1	0	0	On the sick list during the whole season
30	Gabriel Lachance.....	64	St John, Orleans.....	7	6	6	
31	Isaie Marticotte.....	63	Quebec.....	0	0	0	
32	François Dallaire.....	66	St Laurent, Orleans.....	8	6	6	Died the 29th June.
33	Laurent Godbout.....	66	Quebec, St Sauveur.....	6	7	7	
34	Pierre Roy.....	68	St Roch, Quebec.....	7	6	6	
35	Pierre Ruelland.....	66	St Michel, Bell.....	3	0	2	Died at the end of October.
36	Hubert Dumas.....	64	Trois-Pistoles.....	5	5	5	
37	Joseph Boucher dit Morency...	66	Quebec.....	6	7	6	
38	Maurice Pepin dit Lachance...	70	do.....	0	0	0	On the sick list during the whole season.
39	David Boudard.....	64	St-Laurent, Orleans.....	7	5	7	
40	Edouard Labrègue.....	63	do.....	7	5	7	
41	Bart. Pepin dit Lachance.....	62	St John, do.....	6	5	5	

42	Antoine Lapointe	62	Quebec, St Sauveur.....	7	5	6	
43	Jean Chasé	67	Cacouna.....	6	6	7	
44	Narcisse Forques.....	62	Lauzon, Lévis.....	6	4	6	Fined \$40 and costs the 18th July.
45	Frs Dumas	63	Green Island.....	7	6	6	
46	Dominique Verreault.....	63	Méchin.....	7	6	7	
47	Michel Guénard.....	60	Notre-Dame, Lévis.....	7	11	7	
48	Jean Coulombe.....	62	St Laurent, Orléans.....	5	5	6	Pensioned the 9th May.
49	Alexis Vézina	64	Cranc Island.....	0	0	0	
50	Gilbert Baillargeon.....	61	Ste Péronille, Orléans.....	7	6	7	
51	Jos. Phil. Couillard	62	Quebec.....	7	6	7	Elected, at last election, Director of Corporation of Pilots. Died the 30th May.
52	Nicolas Fortin.....	60	do	0	0	0	
53	Louis Olivier Leclerc.....	69	St Michel, Bell.....	6	7	6	
54	Julien Dion	65	Green Island.....	1	1	1	Employed almost all season on the Saguenay Station.
55	Pierre Londeux.....	59	Quebec.....	6	7	6	
56	Louis Fontaine.....	63	N.-D. Aux., Buckland.....	6	6	6	ried the 12th July. Acquitted. Suspended for one month the 25th Oct
57	Abraham Couillard Després.....	68	St Michel, Bell.....	7	6	6	Pensioned the 26th December.
58	Frs Godreau	60	Cap St Ignace.....	6	6	6	
59	Jérémie Dufresne.....	65	Quebec, St-Sauveur.....	6	6	6	
60	Antoine Gobeil.....	53	St John, Orléans.....	7	7	7	Employed by the Allau Line of Steamers
61	Pierre Fontaine.....	55	Quebec.....	8	11	7	
62	Victor Demers.....	58	Lauzon, Lévis.....	7	5	6	
63	Joseph Plante.....	53	Bate St Paul.....	12	12	6	Employed by the Dominion Line of Steamers.
64	Louis Thivierge.....	54	St John, Orléans.....	6	6	6	
65	Charles Francis Brown.....	55	Quebec.....	8	9	6	
66	Paul Pâquet.....	52	St John, Orléans.....	7	9	7	
67	Joseph Pouliot	56	do	7	6	7	
68	George Normand	53	Crane Island.....	7	6	6	
69	David Damour	51	Trois-Pisoties.....	9	8	6	Employed by the Domonion Line of Steamers.
70	Charles Vézina.....	49	St Michel, Bell.....	7	8	6	Employed by the Allan Line of Steamers
71	Ovide Dick.....	52	Quebec	7	5	7	
72	Michel Nil Asselin	53	St Michel, Bell	6	6	6	Died the 28th October.
73	Numa Lachance.....	49	do	7	7	3	Employed by the Allan Line of Steamers
74	Annibal Baquet.....	48	Quebec.....	14	14	7	Master of Steamer "Miramichi."

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec.—(Continued).

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	(Outwards.	Movages.	
75	Joseph Gravel.....	54	Quebec.....	11	12	5	Employed by the Dominion Line of Steamers.
76	Auguste Couillard Després....	47	Bienville, Lewis.....	0	0	0	One of the Directors of the Corporation of Pilots. Relected at last election.
77	Eustache Doiron.....	50	Leuzon, do	5	6	6	
78	Jean-Bte Pouliot.....	42	St John, Orleans.....	5	6	6	
79	Jean Gobeil.....	42	St John, Orleans.....	6	6	6	
80	Joseph Pâquet.....	46	do	6	7	6	
81	Louis Edmond Morin.....	45	Quebec.....	0	0	0	One of the Directors of the Corporation of Pilots. Not relected at last election.
82	Moise Lachance.....	46	St John, Orleans.....	6	6	6	Fined \$60 and costs the 23th July.
83	Joseph S. Brown	49	Montreal.....	12	13	6	Employed by the Donaldson Line of Steamers.
84	Hubert Raymond.....	44	do	6	8	7	
85	Acidille Damour	44	St Valer.....	6	6	6	
86	Cyrille Lapointe	44	St Laurent, Orleans.....	6	6	7	
87	Joseph Pouliot	40	St John do	6	5	6	
88	Edmond Larochele.....	40	St Michel, Bell.....	0	0	0	Master of the Government Steamer "Napoleon III."
89	Ant. Thomas Chouinard	49	Pointe-au-Père.....	8	8	6	Elected at last election Director of the Corporation of Pilots.
90	Laurent Gofibout	40	St Laurent, Orleans.....	7	6	6	

91	Pierre S. Laprise.....	40	Ste Pétronille, Orleans.....	6	6	Employed by the Dominion Line of Steamers.
92	Adolphe Pouliot.....	41	St Laurent, do	12	11	
93	Bart. Pepin dit Lachance.....	38	St John, do	6	7	
94	Frs-Xav. Delisle.....	38	St Romuald.....	5	6	
95	Jos. Pepin dit Lachance.....	49	Quebec	8	6	
96	Damien Eugène Boulanger.....	40	Lauzon, Lévis.....	5	7	
97	Cyprien Langlois.....	39	St John, Orleans.....	6	6	Elected at last election Director of the Corporation of Pilots.
98	Jean Delisle.....	38	do	9	10	Master of the Steamer "Polino."
99	Nazaire Gurodeau.....	36	Quebec.....	6	8	
100	Charles Normand.....	37	do	7	8	
101	Napoléon Rioux.....	38	Ste Pétronille, Orleans.....	6	7	
102	Jean-Bie Tremblay.....	40	Quebec.....	8	10	Employed by the Donaldson Line of Steamers.
103	Ray. Baquet dit Lamontagne.....	38	St Michel, Bell.....	9	7	Employed by the Beaver Line of Steamers.
104	Frs-Xav. Lamare.....	37	St Valéri.....	9	9	Employed by the Shaw Line of Steamers
105	Moïse Pouliot.....	35	St John, Orleans	0	0	One of the Directors of the Corporation of Pilots. Not relected at last election.
106	Paul Gobeil.....	37	do	5	5	
107	Chas Alarie Raymond.....	35	Quebec	8	5	
108	Victor Vézina.....	38	do	0	0	One of the Directors of the Corporation of Pilots. Not relected at last election.
109	Louis Honorius Lachance.....	45	St Michel, Bell.....	0	0	Master of the Tug "Lake."
110	L. B. O. Gouton dit Larocheville.....	37	do	10	8	Employed by the Allan Line of Steamers
111	Chas Hermie alias A. Bernier.....	38	do	0	0	One of the Directors of the Corporation of Pilots. Not relected at last election
112	Louis Robert Demers.....	37	Notre-Dame, Lévis.....	0	0	Master of the Government Steamer "Druil."
113	Vital Ephrem Chamberland.....	43	St Laurent, Orleans.....	6	6	Employed by the Allan Line of Steamers
114	Joseph G. Dupit.....	36	Quebec.....	8	10	
115	Jean-Bie Talbot.....	38	Berthier.....	7	5	
116	Louis Fortunat Laroche.....	38	Ste Lucie, Rimouski.....	0	0	His License declared forfeited, the 23th October, under Section 34, of 36 Vict. Cap. 54.

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec.--(Continued).

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
117	Joseph Fortier.....	39	St John, Orleans.....	6	5	6	Employed by the Allan Line of Steamers. Elected at last election Director of Corporation of Pilots.
118	Nestor Lachance.....	38	do	10	9	6	
119	Cyrille Audet dit Lapointe.....	38	St Michel Bell	6	6	6	Master of one of the Pilot Schooners.
120	Edouard Turgeon	37	St Joseph, Levis.....	6	6	6	
121	Jeseph Lapointe.....	40	St Laurent, Orleans.....	0	0	0	Master of one of the Pilot Schooners during part of the season.
122	Pierre Pepin dit Lachance.....	34	Ste Anne Lapocatière	6	7	6	
123	Théophile Gourdeau.....	39	Ste Péronille, Orleans.....	6	6	6	Employed by the Shaw Line of Steamers.
124	Isiode Noël.....	33	St John do	3	2	3	
125	Jean Evariste Adam.....	39	L'Islet.....	6	6	9	Fined \$40 and costs the 18th July. Out of the roll part of season.
126	Alfred Larochelle.....	33	Notre Dame, Levis.....	11	9	6	
127	Théophile Corriveau.....	36	Quebec, St Sauveur	8	7	7	Master of one of the Pilot Schooners almost all the season.
128	Elzéar Godbout.....	35	do do	7	7	7	
129	George Gouillard Desprès.....	35	Bienville, Levis	6	6	6	Master of one of the Pilot Schooners almost all the season.
130	Pierre Gobeil.....	35	St John, Orleans.....	6	6	7	
131	Theodule Pepin dit Lachance.....	38	Quebec.....	3	3	3	Master of one of the Pilot Schooners almost all the season.
132	Achille Trefflé Simard.....	32	St Joseph, Levis.....	6	6	6	
133	Jean-Bte Patoiné.....	32	Bienville, Levis.....	6	9	6	Master of one of the Pilot Schooners almost all the season.
134	Narcisse Lavoie.....	34	Ste Luce, Rimouski.....	3	0	0	

135	Joseph Emilio Couillard.....	32	Quebec.....	6	8	6	
136	Louis Albert Royer.....	33	St John, Orleans.....	6	6	6	
137	Adlard Santerre.....	33	St Michel, Bell.....	11	8	6	
138	Onesime Noel.....	31	St John, Orleans.....	7	7	6	
139	Napoléon Baillargeon.....	33	Ste Petronille, Orleans.....	6	6	6	
140	David F. Pelletier.....	31	Lauzon, Levis.....	10	10	6	
141	Jos. Frs.-X. Bernier.....	31	Quebec.....	9	9	6	
142	Frs.-X. Demeule.....	31	St John, Orleans.....	6	7	6	
143	Louis Honoré Lapierre.....	33	Notre Dame, Levis.....	6	8	8	
144	Joseph Eugène Lachance.....	29	St John, Orleans.....	7	6	7	
145	David Arthur Bouffard.....	29	do do.....	6	7	6	
146	Jean Théophile St Laurent.....	32	Quebec.....	6	7	6	
147	Jacques George Dugas.....	31	Ste Anne Lapocatière.....	6	7	6	
148	Jos. Victor Gourdau.....	36	Ste Petronille, Orleans.....	6	7	6	
149	Louis alias Trefflé Delisle.....	29	Trois-Pistoles.....	0	0	0	
150	Jean-Bte Couillard.....	32	Cap St Ignace.....	6	6	6	
151	Chs. Pelletier.....	33	St Michel, Bell.....	6	6	6	
152	Jos. alias Philéas Langlois.....	37	St John, Orleans.....	7	5	6	
153	Nazaire Delisle.....	34	do do.....	7	6	7	
154	J. E. Bonaventure Lavoie.....	31	Ste Luce, Rimouski.....	7	5	6	
155	Alexis Vézina.....	33	Crane Island.....	6	6	6	
156	Adjutor Baillargeon.....	29	Ste Petronille, Orleans.....	7	7	6	
157	Samuel Rioux.....	30	Quebec.....	6	8	6	
158	Chs. Octave Clavel.....	29	St Michel, Bell.....	7	6	6	
159	Joseph Dion.....	27	Green Island.....	6	6	6	
160	Paul Lachance.....	27	Quebec.....	7	7	6	
161	Arcadius Joutin.....	25	Ste Luce, Rimouski.....	6	6	6	
162	Leon Labrecque.....	33	St Laurent, Orleans.....	8	6	6	
163	Paul Lachance.....	28	St John, do.....	6	7	7	
164	Joseph Pothol.....	27	do do.....	6	6	6	
165	Joseph Larochelle.....	26	St Michel, Bell.....	6	10	6	
166	Adjutor Lachance.....	25	do do.....	6	6	6	
167	Frs Gaudreau.....	32	Cap St Ignace.....	7	5	6	
168	Arthur Konig.....	32	L'Islet.....	7	5	6	
169	Eugène Ancil.....	25	Quebec.....	6	6	6	

Fined \$20 and costs the 13th June.
Employed by the SS. "Glendochard."
Employed by the Donaldson Line of
Steamers.

Fined \$20 and costs the 27th June.

Master of Red Island Light Ship.

Employed by the Beaver Line of Steam-
ers.

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec.—(Continued).

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and remarks.
				Inwards.	Outwards.	Movages.	
170	David Dumas.....	30	Notre-Dame, Lévis.....	6	6	6	
171	Jos. Lachance.....	29	St John, Orléans.....	6	6	6	
172	Paul Paquet.....	24	do.....	6	6	6	
173	Alphonse Pouliot.....	31	do.....	6	6	6	
174	Elzéar Normand.....	24	L'Islet.....	6	6	6	
175	Jean Bernier.....	24	do.....	7	6	7	
176	Joseph Pâquet.....	22	St John, Orléans.....	7	7	6	Tried the 23th November.—Acquitted.
177	Jean A. Lachance.....	21	Quebec.....	6	6	6	
178	Arthur Raillargeon.....	26	Ste Pétronille, Orléans.....	6	6	6	
179	Joseph Vézina.....	22	Crane Island.....	6	6	6	
180	Herménégilde Guénard.....	25	Notre-Dame, Lévis.....	6	6	6	
181	Elzéar Desrosiers.....	30	Ste Luce, Rimouski.....	6	5	6	Licensed the 23d May.
182	John J. A. Irvine.....	27	Green Island.....	6	6	6	Licensed the 30th May.
183	Fred. Bouffard.....	26	St Laurent, Orléans.....	6	6	6	Licensed the 2d August. Average of work of season allowed.
184	Jules Asselin.....	22	St Michel, Bell.....	6	6	6	Licensed the 2d August. Average of work of season allowed.
185	Prudent Marmen.....	24	Quebec.....	6	6	6	Licensed the 26 September. Average of work of season allowed.

OFFICE OF THE HARBOUR COMMISSION,
Quebec, 2nd January, 1884.

(Certified),

A. H. VERRET,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSION

STATEMENT showing the dates of the opening and the closing of
Navigation in the Harbour of Quebec in 1883.

Date of the opening of the navigation in the

Harbour of Quebec and below..... 23rd April.

Date of the opening of the navigation in the

Harbour of Quebec and above..... 5th May.

Date of the closing of the navigation in the

Harbour of Quebec and above..... 30th November.

Date of the closing of the navigation in the

Harbour of Quebec and below..... 1st December.

Date of the opening of the navigation in the

River St-Charles..... 2nd May.

Date of the closing of the navigation in the

River St-Charles..... 1st December.

The ice bridge before Quebec formed the..... 2nd February.

Same broke the..... 23rd April.

QUEBEC HARBOUR COMMISSION

STATEMENT showing the dates of the opening and the closing of
Navigation in the Harbour of Quebec in 1883.--(*Continued.*)

Date of the clearing of the ice inside the Louise

Basin..... 25th April.

Date of the formation of the ice inside the Louise

Basin..... 1st December.

(Certified),

A. H. VERRET,
Secretary-Treasurer.

OFFICE OF THE HARBOUR COMMISSION, }
Quebec, 2nd January, 1884. }

CORPORATION DES PILOTES.

ETAT des deniers reçus et payés par la Corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec durant l'année 1883.

RECETTES.		Marcel LeBel, à sa pension du 1er décembre 1882.....	
A balance de 1882.....	\$ 1944 58		100 83
Percentage ou contribution des Pilotes.....	9843 89		\$ 1019 93
Intérêts sur placements.....	2920 67	7 Pilotes à \$101.	
Intérêts par Caisse d'épargnes.....	10 49		
Amendes.....	135 00	F. X. Lachance.....	101 00
	14854 63	Jean Frs Lamarre.....	101 00
DÉBOURSEES.		Anselme Marmen.....	101 00
Par pensions.....	10727 60	Pierre Pelletier.....	101 00
Par secours.....	214 13	Joseph St-Laurent.....	101 00
Par dépenses générales.....	70 20	J. Bte Turgeon.....	101 00
Par salaires.....	500 00	Frs Thivierge.....	101 00
Par dépôts, Caisse de la Ban- que Nationale.....	3200 00		\$ 707 00
Balance on Caisse.....	142 70	6 Pilotes à \$92.	
	\$ 14854 63	Edouard Demers.....	92 00
PILOTES SECOURUS PAR LE FONDS.		Clovis Antil.....	92 00
Frs Vézina.....	36 80	J. Bte Pâquet, arrérages.....	48 00
Isaïe Marticotte.....	96 00	do do acc.....	69 00
Léandre Raymond.....	28 00	Amable St-Laurent.....	92 00
Maurice Pepin.....	53 33	Marcel Coté, décédé le 24 avril 1883.....	44 47
	214 13	Alexis Vézina, à sa pension du 10 avril 1883.....	51 11
			\$ 488 58
PENSIONNAIRES A LA CHARGE DU FONDS.		5 Pilotes à \$90.	
—PILOTES.—		Pierre Gourdeau.....	90 00
Montant payé à chacun d'eux pendant l'année, du 1er Novembre 1882 au 1er Novembre 1883.		Jean Lavoie.....	90 00
10 Pilotes à \$110.		F. X. Lapointe, décédé le 1er août 1883.....	67 50
Paul Blouin.....	110 00	Joseph Lavoie, à sa pension du 10 avril 1883.....	50 00
Frédéric Bernier.....	110 00	Edouard Rousseau.....	90 00
Laurent Tremblay.....	110 00		\$ 387 50
Jean Dufresne, décédé le 8 avril 1883.....	48 27	5 Pilotes à \$88.	
Dominique Girard.....	110 00	F. X. Corriveau.....	88 00
Frs Jos. Pouliot.....	110 00	Joseph Lapointe.....	88 00
J.-Bte Bourge.....	110 00	Frs Pelletier.....	88 00
Yves Sylvestre.....	110 00	Michel Fournier, décédé le 5 décembre 1882.....	8 37
Thomas Després, à sa pension du 1er décembre 1882.....	100 83	Antoine Roussel.....	88 00
			\$ 360 37

ETAT des deniers reçus et payés par la Corporation des Pilotes
pour le Fonds des Pilotes Invalides de Québec, durant
l'année 1883.—(Suite.)

4 Pilotes à \$86.		13 Veuves à \$64.	
Louis Lemieux.....	86 00	Veuve F. X. Delisle.....	64 00
Frs Nadeau.....	86 00	“ Robert Demers.....	64 00
Alexis Roy.....	86 00	“ Hubert Dumas, à sa	
Célestin St-Pierre.....	86 00	pension du 25 sept. 1883 ...	6 25
	\$ 344 00	Veuve Jean Gobeil.....	64 00
		“ Cyprien Langlois.....	64 00
3 Pilotes à \$82.		Veuve Pierre Laprise.....	64 00
F. X. Ménard.....	82 00	“ Paul Larochelle.....	64 00
Michel Vézina, acc.....	41 00	“ Joseph Mercier.....	64 00
Siméon Plante.....	82 00	“ Michel Morin.....	64 00
	\$ 205 00	“ Jos. Raymond.....	64 00
		“ Pierre Ruelland, à sa	
5 Pilotes à \$79.		sion du 30 juin 1883.....	21 35
Frs Côté.....	79 00	Veuve George St-Amand.....	64 00
Pierre Charest.....	79 00	“ Damien Boulanger, ar.	33 50
Paul Pouliot.....	79 00	do do dé-	
J. Leon Roy.....	79 00	cédée le 30 juin 1883.....	42 66
Léonard Raymond, à sa pen-			\$ 743 76
sion du 15 février 1883.....	55 96		
	\$ 371 96		
		15 Veuves à \$62.	
1 Pilote à \$47.		Veuve C. J. Adam (A. B.)...	62 00
James Forbes.....\$	47 00	“ J. E. Adam.....	62 00
		“ Damase Babin.....	62 00
VEUVES DE PILOTES.		“ Marcel Côté, à sa pen-	
		sion du 24 avril 1883.....	34 10
12 Veuves à \$68.		Veuve Paschal Dick.....	62 00
Veuve Edouard Antil.....	68 00	“ Michel Fournier, à sa	
“ Charles Brown.....	68 00	pension du 5 déc. 1882.....	56 20
“ Maximin Caron.....	68 00	Veuve Nicholas Fortin, 21	
“ Chs Chouinard.....	68 00	mai 1883.....	27 55
“ Alexis Delisle.....	68 00	Veuve Pierre Gourdeau (A.F.)	62 00
“ J.-Bte Dion.....	68 00	“ Isaac Gourdeau.....	62 00
“ Ls Jos Lavoie.....	68 00	“ Amable Genest, arrér.	15 50
“ Chs Pouliot.....	68 00	“ do do acc..	46 50
“ Alexis Pelletier.....	68 00	“ Ls Marie Lavoie.....	62 00
“ Nicholas Paradis.....	68 00	“ Bénonie Normand.....	62 00
“ Edouard Petigrew.....	68 00	“ J. M. Plante.....	62 00
“ Alex. Vaillancourt, à		“ Gabriel Plante.....	62 00
sa pension du 23 oct. 1882.	69 50	“ Pierre Paquet.....	62 00
	\$ 817 50	“ Fils Rioux.....	62 00
			\$ 923 85
		16 Veuves à \$60.	
		Veuve Antoine Boucher.....	60 00

CORPORATION DES PILOTES.

ETAT des deniers reçus et payés par la Corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec, durant l'année 1882.—(Suite.)

Veuve J. B. Asselin, décédée le 6 février 1883		16 00	Veuve L. Langlois, (E. D.)....		56 00
Veuve Félix Caron.....		60 00	" Jos. Levesque		56 00
" Louis Crépault		60 00	" Ant. Michaud		56 00
" David Cinq-Mars		60 00	" Pierre Normand		56 00
" Pierre Curodeau.....		60 00	" David Petigrew..		56 00
" Ths Connell.....		60 00	" Benj. Pineau		56 00
" Vital Charest		60 00	" Jean Pelletier		56 00
" Joseph Dupil.....		60 00	" John Simpson.....		56 00
" Jean Giroux		60 00			\$ 840 00
" Pierre Gourdeau (A.N.)		60 00	10 Veuves à \$48.		
" Jean Marcoux.....		60 00	Veuve Guill. Amyot.....		48 00
" Magloire Mercier, acc..		45 00	" Paul Blouin.....		48 00
" J. Bte Patoine.....		60 00	" Frs Boissinot		48 00
" J. Bte Tremblay.....		60 00	" Célestin Côté		48 00
" Ed Vaillancourt.....		60 00	" P. Desrosiers <i>alias</i> Du-		
		\$ 901 00	tremble.....		48 00
17 Veuves à \$58.			Veuve F. X. Lachance.....		48 00
Veuves Ed Chevalier.....		58 00	" P. P. Lachance.....		48 00
" J. Bte Caron.....		58 00	" Frs Leclerc, <i>arrérages</i>		54 00
" Thomas Dick.....		58 00	" do <i>année</i>		48 00
" Amabie Fournier, arr.		32 00	" Michel Pelletier		48 00
" do do acc.		29 00	" Abraham Royer.....		48 00
" Dennis Glynn.....		58 00			\$ 534 00
" Wm Irvine.....		58 00	8 Veuves à \$40.		
" Fabien Langelier		58 00	Veuve Alfred Antil, à sa pen-		
" Julien Langlois		58 00	sion du 29 Déc. 1882, acc...S		23 77
" J. Bte Laroche		58 00	Veuve Jacque Daudurand,		
" A. Lavoie, (L. M.)		58 00	acc.....		30 00
" Henri Lavoie.....		58 00	Veuve André Keable.		40 00
" Firmin Levesque, acc.		43 50	" Guill. Morency		40 00
" Henri Noël.....		58 00	" Magloire Rioux, acc...		40 00
" Pierre Ross.....		58 00	" Pierre Rouleau.....		40 00
" R. E. S mard, remariée		29 00	" J. B. Servant.....		40 00
" Fred Simpson		58 00	" Henri Verreault.....		40 00
" Joseph Simpson.....		58 00			\$ 293 77
		\$ 945 50	14 Veuves à \$38.		
15 Veuves à \$56.			Veuve Zach Blanchet, acc....		19 00
Veuve L. Asselin, (M. L.)		56 00	" Fabien Caron.....		38 00
" Grégoire Bernier		56 00	" Magloire Côté		38 00
" Germain Caron.....		56 00	" R. Côté <i>alias</i> Urbain,		
" Jean Dion.....		56 00	ac		28 50
" Aug. Doiron.....		56 00			
" C. F. Koenig.....		56 00			
" Ovide Lachance.....		56 00			

CORPORATION DES PILOTES.

ÉTAT des deniers reçus et payés par la corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec, durant l'année 1883.—(Suite.)

Veuve Antoine Fortier	38 00	4 " à 86.....	344 00
" L. Langlois (A. R) arrér.....	9 50	3 " à 82.....	205 00
" L. Langlois, année.....	38 00	5 " à 79.....	371 96
" Pierre Lapointe.....	38 00	1 " à 47.....	47 00
" Ls Phil. Lavoie.....	38 00	46 pilotes.	
" Pierre Michaud.....	38 00	12 veuves à \$68.....	817 50
" Ths McNeil.....	38 00	13 " à 64.....	743 76
" Ant. Raymond, arrér.....	9 50	16 " à 62.....	923 85
" do année.....	38 00	16 " à 60.....	901 00
" George Simard, arrér.....	19 50	17 " à 58.....	945 56
" do année.....	38 00	15 " à 56.....	840 00
" Alfred Turgeon.....	38 00	10 " à 48.....	534 00
" Louis Thivierge.....	38 00	8 " à 40.....	293 77
		14 " à 38.....	542 00
	\$542 00		

15 ENFANTS.

D. Charest (David) Infr., (1).....	15 00
H. Couillard do (1).....	15 00
D. Charest (Gervais), infirme (1) arrérages.....	3 75
D. Charest (Gervais), infirme (1) acc.....	11 25
W. Petigrew, 1 à 15.00 inf (2) 1 à 12.50	27 52
Ths Boutin, infirme (1).....	15 00
P. Toussaint, do (1).....	15 00
F. Dupuis, do (1).....	15 00
N. Fortin, do (1).....	15 00
J. Jahan, do (1).....	15 00
Isaac Forbes, 1 à 15.00 1 à 12.00 inf. (2).....	27 48
E. Lavoie, infirme (1) arr.....	15 00
do do (1) ann.....	18 75
P. Garneau, do (1) arr.....	5 00
do do à \$10 ac.....	7 50
E. Gourdeau, do (1) acc.....	28 75
E. Gourdeau, décédé le 19 mars 1883	4 88

\$254 88

RÉSUMÉ DES PENSIONS.

10 pilotes à \$110.....	\$ 1019 93
7 " à 101.....	707 00
6 " à 92.....	488 58
5 " à 90.....	387 50
5 " à 88.....	360 37

121 veuves.	
15 enfants à \$15, \$12.50 et \$10.....	254 88

182 pensionnaires.	\$10727 60
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ÉTATS DU FONDS.

Argents prêtés.....	\$53352 71
" dans la Caisse d'E-pargne.....	3200 00
Argents dans les mains du Trésorier	142 70
	\$56695 41
A déduire les arrérages de pensions dus ce jour.....	388 03
	\$56307 38

E. et O. E.

Québec ce 31 décembre 1883.

F. X. DION.

Trésorier.

Nous soussignés certifions avoir examiné les comptes et livres du Fonds des Pilotes Invalides et les avoir trouvés corrects.

ACHILLE DAMOUR, } Auditeurs.
EMILIO COUILLARD, }

Jos. P. Roy, Comptable.

CORPORATION DES PILOTES.

ETAT des deniers reçus et payés par la Corporation des Pilotes pour le Fonds des Pilotes Invalides de Québec, durant l'année 1883.—(Suite.)

F. X. DION, en compte courant avec la Corporation des Pilotes de Québec, au 31 décembre 1883.			Par Gages des apprentis.....	703 25
ACTIF.			Par gages des cuisiniers.....	575 27
A Balance de 1882.....	\$ 231 00		Par indemnité aux directeurs.....	600 00
Fonds de réserve de 1882.....	500 00		Par indemnité aux capt. des goëlets	243 00
Douane de Montréal.....	44326 98		Par indemnité à MM. Dion et Dumas, Saguenay.....	237 00
“ des Trois-Rivières....	3354 73		Par interdiction : montant payé à 2 pilotes.....	261 00
“ de Chicoutimi acc '78	200 00		Par parts de goëlettes : payé à huit pilotes.....	900 00
“ de Chicoutimi saison	975 57		Par intérêts : payé sur emprunt.....	261 25
“ des Escoumains.....	117 10		Moins perçu, en compte courant avec la Banque Nationale.....	214 70 46 55
“ de Tadousac.....	219 18		Par emprunt : payé en acompte.....	1100 00
“ de la Rivière Ouelle..	1035 40		Par pilotage : remises sur tirant d'eau et vaisseaux payées en double..	1386 24
“ de Sorel.....	1145 72		Par salaires des employés.....	1800 00
Goëlette Taché acc.....	525 00		Par fonds de réserve	400 00
Amendes.....	580 00		Par dividende.....	116976 00
Temps perdu.....	2677 18		Par fonds des pilotes Invalides : pourcentage 7% durant la saison	9581 54
Pilotage : perçu à Québec....	86880 03		Bilan.....	58 02
	\$142767 99			\$142767 99
PASSIF.			E et O. E.	
Par Dépenses générales.....	\$1555 96		Québec, ce 31 décembre 1883.	
Moins divers effets vendus.....	12 34	1543 62	F. X. DION,	
Dépenses des pilotes.	937 96		Trésorier.	
Moins perçu d'Al- lan Rae & Cie, } \$127.50.....	136 40	801 56	Nous soussignés certifions avoir examiné minutieusement les livres de la Corporation des Pilotes de Québec et les avoir trouvés corrects.	
Moins perçu divers pilotes, \$8.90.... }			ACHILLE DAMOUR, } Auditeurs.	
Par dépenses de goëlettes.....	\$1806 60		EMILIO COUILLARD. }	
Moins voiles, mats, etc, vendues.....	115 59	1691 01	Jos. P. Roy, Comptable.	
Par provisions.....	2845 85			
Moins montant du à divers pilotes et capt.....	53 86	2791 99		
Par loyer : \$300, plus les taxes, \$65.25...		365 25		
Par Dawe & Jarvis : montant de leur compte.....		646 96		



JUL 15 1988

E.M. 13-7-88

